



## Agenda

- 1. Introductions 10 minutes
- 2. Reintroducing the Program & the Task Force 20 minutes
- 3. Task Force Questions and Comments about Phase 2 Pilot 20 minutes
- 4. Options for the Program 10 minutes
- 5. Task Force Discussion 20 minutes
- 6. Public Comment Period 20 minutes
- 7. Plans for 2021 15 minutes

### Introductions

- T&ES Staff: Katye North (Division Chief of Mobility Services), Alex Block (Principal Planner in Mobility Services), Vicki Caudullo (Program Manager and Shared Mobility Planner in Mobility Services)
- 13 Task Force members

Task Force Members	
Representative of	<u>Name</u>
2 City Councilmembers or appointees	Councilman Aguirre (Christian Lyle Scott), Councilman Chapman (designee KellyAnne Gallagher)
2 business representatives	Ryan Fowler, Amy Slack
4 citizens at large	Mason Butler, Lisa Porter, Michele Simms-Burton, Yvonne Weight Callahan
1 member of Alexandria Commission on Persons with Disabilities	Jeffrey Pool
1 member of Alexandria Commission on Aging	Ray Biegun
1 transportation professional	Steve Klejst (Chairperson)
1 transportation advocacy organization representative	Erin Meter
1 transit or shared mobility user representative	Laura Miller Brooks

### Role of the Task Force

<u>Mission:</u> To provide guidance to City Council regarding a structure for electronic scooters and other forms of micro-mobility that would address community concerns with these devices within the City right-of-way

<u>Function:</u> The Task Force will assist in the development of a report that shall include comments and recommendations concerning:

- Structure and recommendation for a permanent program or discontinuation of the program; and
- Recommendations for changes to City Code as needed

### Role of the Task Force

#### **Expectations:**

- To support the City's community engagement and outreach efforts by speaking on behalf of their representative groups and communicating their interests in this process.
- To attend and participate fully in all Task Force meetings, in addition to attending work sessions and public hearings of the City Council as needed.



## Meeting Goals

01

Update Task Force on status of Phase 2 Pilot

02

Share timeline for remainder of 2021

03

Determine which issues the Task Force wants to address

04

Introduce options and discuss program structure (RFP vs Permits)

## History of the Program

### Phase 1 Pilot - 2019

- Devices began appearing in Alexandria in 2018 when neighboring jurisdictions dockless bicycles and scooters
- Phase 1 Pilot was approved in 2019
  - This gave the City the authority to manage scooter companies and receive permit fees.
- 7 companies; \$70,000 in permit fees
- 250,000 trips
- Staff implemented geofenced "no park" zones, scooter parking corrals, and safety messaging
- Outreach events with the community

### Rationale for a Phase 2 Pilot Program

#### **VA State Code:**

Scooter companies are allowed to operate as of January 1, 2020 unless the City establishes specific regulations to manage them.

If no program: City would not be able to collect permit fees, require data sharing, and more.

#### **Neighboring jurisdictions with scooter programs:**

- Arlington
- Washington, DC
- Fairfax County
- Montgomery County
- Falls Church





In 2022, Alexandria is regionally linked and easy to navigate regardless of resources or ability. City government supports a wide variety of safe, connected transportation options that enable access to daily activities. These options include bus, metro, bicycle, automobile, and walking. Public transportation has reliable and frequent service that is clearly communicated and understood.

### History of the Program – Phase 2 Pilot

#### Council approved a Phase II Pilot for 2020 in December 2019

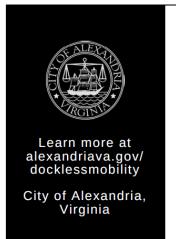
 To allow staff to evaluate the changes from Phase I and make a recommendation to City Council about the future of the program

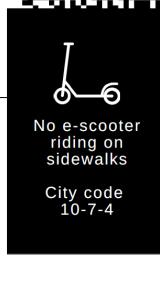
#### Changes to the program from Phase 1 Pilot

- City Code modified to include micromobility
  - Sidewalk riding not permitted
- Require operators to deploy 30% of fleet in equity areas
- Scooter companies are required to deploy in a corral if one is nearby

#### <u>In 2020:</u>

- 5 companies; \$125,000 in permit fees
- Approximately 99,000 trips
- Installed "no sidewalk riding" signage
- Created educational City Code pamphlets for APD
- Installed parking corrals in Del Ray







All traffic laws applicable to the driver of a motor vehicle apply to persons riding a scooter (10-7-6)

No scooter riding on sidewalks

Only one person per device (10-7-8)

Parking must not impede pedestrian or vehicular traffic on a public roadway, shareduse path or sidewalk (10-7-10)





## Key issue:

Incorrect scooter parking or tipped over scooters can block sidewalks

#### **Responding to Complaints**

- Staff is working with 311 staff to get issues addressed quickly by helping residents get in touch with responsible companies
- City is exploring hiring contractors to correct tipped or mis-parked devices in peak scooter riding months

#### Outreach

- Highlight parking rules in education and outreach
- Communicate to companies and to users

#### Corrals

- Staff is working to install more parking corrals, so that companies park their devices off sidewalks and out of the way of pedestrians
- 13 installed in Old Town in 2019 and 18 installed in Del Ray in 2020
- 25 corrals in equity areas are planned for installation in mid-2021
- Plans to install more in late 2021 / spring 2022

## Key issue:

Impact on Alexandrians
with Disabilities or in the
Senior Community

Safety and egress issues when scooters are parked in correctly or tipped over.

Safety issues when scooter users ride on sidewalks and do not use caution when passing by others on the sidewalk.

## Key issue:

Not enough or too many scooters in some parts of the City

#### Scooters are not available in some parts of the City

- The Phase 2 Pilot requires 30% of devices to be in Arlandria, west of Quaker, and west of I-395.
- Future program could specify additional equity areas that would require company deployments.
- Van Dorn Metro, Eisenhower Metro, etc.

There might be too many scooters in some parts of the City.

• High ridership and scooter deployments in Old Town.

Some riders continue to park and ride in "no riding" and "no parking" areas.

- E.g. Waterfront Park
- Could add education language or low speed zones in-app for large areas like the Waterfront

The current program does not have an overall cap on the number of scooters or e-bikes.

• Future program could specify an overall maximum number of devices or maximum number of companies.





# Program Options and Task Force Discussion

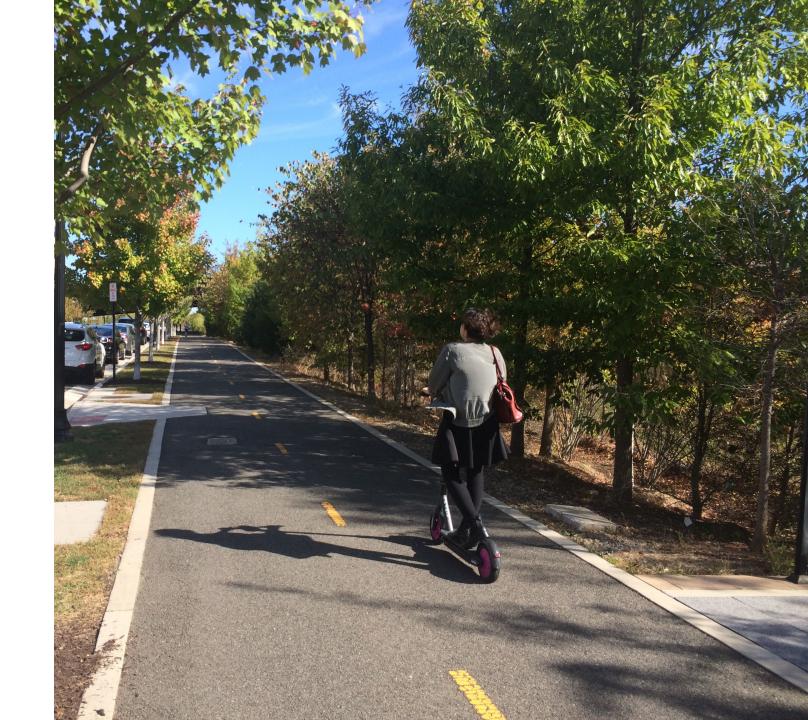
- The Task Force shall make a recommendation to City Council regarding the future of the Phase 2 pilot program.
  - Options:
    - 1. Establish a permanent program via RFP or permanent permit
    - 2. Allow the Pilot Program to expire
- If the Task Force recommends that the City should establish a permanent program, future Task Force meetings will be used to determine the structure of the program (RFP or permanent permit).
- The City Council will consider this recommendation at a City Council meeting in Fall 2021.

## Public Comment

Please use the "raise hand" feature on Zoom

Public comment period facilitated by Chairperson Steve Klejst

3 minutes per speaker



### Ideas for 2021:

# Virtual Education Materials and Events for the Public

- Education and Outreach plans could include:
  - Virtual meeting with the community to discuss the content of a future program, equity areas, scooter fleet size, etc.
  - Recorded videos for education and safety
  - E-news sharing education efforts and how to report issues
  - In-app education (when possible)
    - Education materials for first time riders or before starting a trip
  - Social media posts sharing "do's & don'ts" for riding and parking
- Recommendations or ideas from the Task Force?





### <u>Plans for 2021</u>: Collaboration with Task Force

- April 1<sup>st</sup> meeting
  - Reintroduce the program
  - Discuss whether the City should have a permanent program
  - Begin discussion of the options for the structure of a future program
- Mid-May 2<sup>nd</sup> meeting
  - Share outcomes of education efforts
  - Continue the discussion of the options for the structure of a future program (RFP or permanent permit)
  - Discuss what changes to the program might be needed
- July 3<sup>rd</sup> meeting
  - Vote on the structure of a future program
  - Discuss any changes that should be incorporated into a future program (number of scooters, equity areas)

# Plans for 2021: Meeting with City Council

### June-July

- Status of the Phase 2 Pilot program
- Takeaways from Task Force meetings
- Overview of the options for a future program and if approved, a timeline for executing a future program

### October

- Overview of the Phase 2 Pilot program
- Share the recommendation of the Ad Hoc Scooter Task Force and staff recommendation for a future program

